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FANCY PRICE FOR HALIBUT.

The fresh halibut fare of sch. Cavalier sold to the American Halibut Company yesterday at 19 1-2 cents a pound for white and 13 cents a pound for gray.

This is higher than the best price paid last winter and the highest figure of the present season. Capt. Porter had about 14,000 pounds.

FEAR COLD WEATHER.

It May Prevent Maine Dealers Getting Their Pound Kept Lobsters.

It is pretty certain that when the lobster dealers of the Maine coast and especially those of Portland, begin to take some of their stock from the pounds scattered at different points along shore, they will meet with difficulties.

The cold weather has got in its work and all the pounds are reported to be frozen over. The ice is not very thick as yet, but it is thick enough to cause trouble. However, the dealers are using smack lobster's in their business just at present and do not need those in the pounds, so they have begun to worry. If this bad weather continues, however, it looks as if the lobster fishermen would be unable to haul their traps and then the lobsters in the pounds would have to be used.

CRAFT TOTAL LOSS.

Capt. Publicover and Crew of Tern Sch. Virginia Escaped.

The tern sch. Virginia is a total loss at Rose Head, a rocky promontory between Lunenburg, N. S., and the mouth of the LaHave river. Battered by a terrific gale which swept along the coasts, she went ashore at an early hour Tuesday morning. Capt. Leander Publicover and his crew of six men escaped. The Virginia was in ballast from Halifax to Liverpool to load lumber for Barbados. Her managing owner is A. C. Barnaby of Bridge-water. The vessel was built at Lunenburg seven years ago and was insured in the LaHave Marine Insurance Company for \$3,000.

BAD WEATHER REPORTED.

It Has Interfered With Herring Operations on Treaty Coast.

Advices from the Bay of Islands and Bonne Bay, Newfoundland, states that some bad weather and gales have been experienced there lately, although no disasters have been reported.

Herring are reported in good quantities at both Bonne Bay and Bay of Islands, although the weather has handicapped fishing operations.

Portland Fish Notes.

It has been several days since any respectable amount of fish has been received at Portland and the market is on the rise. Tuesday there were several fares taken out at Commercial wharf, but the vessels all arrived in port during the preceding night. The trips reported were: Fannie Hayden, 3000; Vinal Tibbetts, 1000; Minerva, 1000; Crusader, 1000.

Will Go Salt Banking.

The new fishing sch. Glen Langdon, recently purchased by Adams and Knickle, arrived at Lunenburg, N. S. last Friday from Shelburne, where she was launched. The Langdon will be commanded by Capt. James Duggan, and will be employed in fishing on the Grand Banks next season.

Georges Handliners Getting Ready.

Four of the Gorton-Pew Fisheries company fleet are getting underway for Georges handline trips. They are schs. Jubilee, Capt. Owen Whitten; Hattie L. Trask, Capt. Benjamin Johnson; Patriot, Capt. Nels Larson and Marsala, Capt. Martin Christensen.

Just Look at This Share.

Sch. Gladys and Nellie, Capt. Frank Watts, is among the high liners for banner stocks in the winter haddock fishery, having stocked \$2700 from the trip taken out in Boston. The crew received \$86.45 clear to a man as their share of the trip.

Fitting Out Again.

Sch. Annie Perry of Provincetown, which has been hauled up here the past two months is fitting for the winter haddock fishery.

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SUCCESS OF JAPS.

IN BRITISH COLUMBIA FISHERIES
DUE TO USE OF PURSE
SEINES.

That the success of the Japanese in securing control of the British Columbia herring fisheries has been due not to the introduction of modern methods, but to the employment of the seines where white men used gill nets, is the opinion of the Victoria, B. C., Times, which says, in discussing the matter:

"As far as is known the old country fishermen who come out to introduce new methods from Yarmouth and elsewhere, found that with gill nets they had no chance against the Japanese using seine nets, and practically went out of business in consequence. The industry is now in the hands of the Japanese almost exclusively, although the white men have a good business at Nanoose bay. Whereas in the season of 1909-10 there were 22 licenses, and last season about double that number, yet the extra number of fishermen had only a somewhat larger catch than the men engaged in the same industry had the previous season with half the number of licenses. Instead of the industry being a success, as it is stated to be, as a matter of fact the Nipponese engaged in the herring fishery are finding it difficult to meet their financial obligations to the storekeepers.

"There can be no doubt that they have overfished the herring grounds through using seine nets, and taking everything out of the water they can get. Another explanation is found in the gradual diminution of whales in Vancouver Island waters, which have enabled the herring to go further out to sea, instead of seeking the protection of the land, and consequently made it more difficult for them to be caught in close to shore.

"Herring are essential as bait for the halibut fisheries, and the boats in that trade have been crippled considerably in consequence this season, but it is largely due to the fact that the Japs have been sending the fish direct to the Orient for consumption, preserving them by just throwing them into tanks, salting them, and shipping them off in boxes to the Far East, that this shortage has been created, so far as the local situation is concerned."

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TWO TRIPS IN AT T WHARF

SCHS. STILETTO AND EVELYN M.
THOMPSON GET GOOD
PRICES.

This morning was another quiet one at T wharf, Boston, on account of the light fresh fish receipts, only two arrivals being there with less than 90,000 pounds between them.

Sch. Evelyn L. Thompson hails for 45,000 pounds and sch. Stiletto, 42,000 pounds. The crafts brought in about 250 pounds of halibut, which sold for 36 cents a pound.

Old haddock brought \$3.50 and new fish \$4.25 a hundred weight, while large cod sold for \$6.50 right through and markets, \$4.50. Hake and pollock sold for \$4.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Stiletto, 40,000 haddock, 2000 cod, 100 halibut.

Sch. Evelyn L. Thompson, 30,000 haddock, 10,000 cod, 4000 hake, 1500 cusk, 150 halibut.

Haddock, \$3.50 to \$4.25 per cwt.; large cod, \$6.50; market cod, \$4.50 hake, \$4; pollock, \$4; halibut, 36 cents per lb.

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Port aux Basques Weather.

The temperature at Port aux Basques Wednesday registered 16 degrees, with snow, and with a southeast gale, blowing at 72 miles an hour.

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MEN FROM THE BIG FISHING PORTS

Participated in the Anti-Beam Trawling Meeting Here Yesterday.

Interest Awakened all Along the Coast Committees Hard at Work

The fight which is to be put up against beam and otter trawling on the fishing banks and the marketing of catches at United States ports has started in earnest, and yesterday afternoon a very enthusiastic meeting was held at the quarters of the Master Mariners' Association in this city which was attended by representative fishing vessel owners and captains from this port, Boston, Portland and Provincetown.

The interest that has been awakened along the coast in the matter is most encouraging and the various committees appointed at the different ports will be up and doing from now on. Among those present were Benjamin A. Smith, Fred L. Davis, Capt. Carl C. Young, Capt. John Chisholm, Capt. Jerome McDonald, Capt. Henry M. Atwood, Capt. William McDonald, Capt. Charles H. Harty, Capt. Alfred Johnson, Capt. John R. Atwood, Capt. Reuben Cameron, Orlando Merchant, J. Manuel Marshall, Frank C. Pearce, E. Archer Bradley, Capt. Lemuel E. Spinney and Capt. John A. McKinnon of this port, Mr. Trefferthen of Portland, Capt. Joseph P. Manter, Jr., Capt. John Mattheson, Capt. Joseph Crowell, Capt. Joseph Cabral of Provincetown, Capt. H. Dexter Malone, Capt. George Nelson, F. G. Robinson, J. M. Watson, Jr., and John W. Atwood of Boston.

A plan of campaign, ways and means and other matters incidental to the movement were discussed. Various opinions were expressed, and it was decided that each committee should work by itself for the present.

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Was Badly Iced Up.

With ice on her bows, rigging and every part of her, the fishing schooner Hockmuck arrived at Portland early Thursday afternoon after a week's fishing trip. She had been to Swan's island and Capt. Edward Smith declared that the very worst of weather had been encountered during the trip. She was three days in running to Portland and made stops at Tenant's Harbor, Port Clyde and Boothbay on the way. Her fare was made up of 1,000 pounds of mixed fish. No damage was sustained on the run.

Had Good Fishin.

The past week was the most remunerative at Petit de Grat, N. S., since fall fishing began, upwards of 150,000 pounds of fish being landed in four days fishing. Some of the larger boats took from 10,000 to 12,000 pounds each. E. Comeau, representing the Halifax Cold Storage Company, bought for that concern 30,000 pounds in one day. The shore fishermen had also a good week.

Big Cod Fare Coming.

Loaded to the hatches with a cargo of fish, sch. Mary A., Capt. Hubert Theriault, arrived at North Sydney, last Sunday. The vessel is from Ingonish, where she took on board the fish which is owned by Joseph O'Brien, and will be shipped by rail for the Gloucester market.

Will Bring Fish Here.

The French steam trawler Baeline, now owned by St. John's, N. F., people has been chartered by C. & W. Hackett of North Sydney to carry one or more cargoes of fish from Ingonish to Boston and Gloucester, and was due to arrive at North Sydney this week.

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Steam Trawler Surf Fitting.

The steam trawler Surf, sixth of the fleet, is at T wharf, Boston, taking aboard ice for her maiden trip. She is in charge of Capt. Michael Green, who has commanded all the Boston steamers engaged in the fishing industry.

Storms Wrecked Traps.

The strong westerly gale of Tuesday caused lots of trouble to the trap fishermen along the coast. At Provincetown every trap was wrecked except one.

Here to Fix Up.

Sch. Morning Star which arrived at Boston several days ago, with her deck swept and considerably damaged during a gale on her recent trip, is here making repairs.

Will Stay Ashore a Trip.

Capt. George E. Heckman of sch. Slade Gorton is remaining ashore a trip and the craft will be in command of Capt. Burns Firth during Capt. Heckman's absence.

Sch. Winnifred Reported Sold.

The Boston fishing sch. Winnifred is reported to have been sold to Belleoram, N. F., parties, who have been here a week or more looking to purchase a craft.

Towed to Boston.

Sch. Harry A. Nickerson towed to Boston this morning by Tug Nellie where the craft will take out her Newfoundland frozen herring fare.

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LOTS OF ICE IN INNER HARBOR.

NONE OF OFF-SHORE FLEET IN GILL NETTERS HAD SMALL LOTS.

It was another bleak day along the water front this morning and not an off-shore craft has arrived since yesterday forenoon.

A number of the shore boats are in, while the fleet of gill netters brought in a few fares yesterday, although some of the crafts did not pick up their nets at all.

The inner harbor is pretty well frozen over, a huge sheet of ice extending across the channel from Parkhurst's railways while the Rocky Neck out to the Black Rock spindle is also ice bound.

The ice around the docks is quite thick, crafts hauled up in the coves being frozen in fast. This morning banks of vapor hung over the water, and sheets of ice were making at the wharves at the fort and Harbor Cove and out toward the edge of the outer harbor.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Rita A. Viator, shore.
Sch. Galatea, shore.
Sch. Actor, shore.
Sch. Mary DeCosta, shore.
Sch. Walter P. Goulart, shore.
Sch. Jorgina, shore.
Sch. Manomet, shore.
Sch. Rebecca, shore.
Sch. Adeline, shore.
Sch. Mary P. Goulart, shore.
Str. Enterprise, gill netting, 5000 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 1500 lbs. fresh fish.
Str. Prince Olaf, gill netting, 12,000 lbs. fresh fish, (catch for three days.)
Str. Alice, gill netting, 1200 lbs. fresh fish.
Str. Weazel, gill netting, 1800 lbs. fresh fish.
Str. Nomad, gill netting, 2000 lbs. fresh fish.
Str. Margaret D., gill netting, 5000 lbs. fresh fish.
Str. Quoddy, gill netting.
Str. Eagle, gill netting.
Str. F. S. Willard, gill netting, 2500 lbs. fresh fish.

Vessels Sailed.

Sch. Harry A. Nickerson, in tow of tug Nellie, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.
Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.
Salt "drift" codfish, large \$5.25, medium \$4.75.
Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
Eastern halibut, codfish, large, \$5.50, medium, \$4.75.
Haddock, \$1.75.
Pollock, \$1.75.
Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.
Hake, \$1.87 1-2.
Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.
Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.
Cusk, large, \$1.80, medium, \$1.20.
Snapper cusk, 60c.
Hake, \$1.45.
Dressed pollock, 90c; round 80c.
Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.
Frozen herring, \$2.50 per cwt.
Fresh herring, \$2.50 per bbl.
Frozen squid, \$2.50 per bbl.

Fishing Fleet Movements.

Sch. Lillian, Capt. A. Clarence Malone, of this port, was at Lunenburg, N. S., last Sunday with 12,000 pounds of fresh fish. Capt. Malone reports fish very scarce and rough weather on the grounds.

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LOCAL FISH SHIPMENTS.

HAVE NOT BEEN AFFECTED BY THE BIG STRIKE IN BOSTON.

The longshoremen's strike at Boston still continues, and at a meeting of the Boston & Maine freight handlers at the Hoosac Tunnel docks and Mystic wharf, the men voted to remain on strike in sympathy with the striking longshoremen.

The men were notified not to leave their work by the leaders of their union without orders from the latter, and a division of sentiment is said to be prevalent among them.

General Superintendent Lee of the Boston & Maine says there has been no strike on the part of the employees of the road, and that while he did not wish to discuss the provisions which had been made against such a contingency, it is known that it was decided not to employ such men as are generally used to break a strike, but word was sent to the principal cities on the system to engage men, and having once employed them the road would keep them permanently at work.

The strike thus far has not affected local fish shipments to any extent, as the latter, if in carload lots, are sent either by way of Salem or through the Warren bridge transfer at Charlestown, while smaller lots are transferred at the Rutherford avenue freight house.

The Boston & Maine are reporting to be making arrangements to ship more goods by way of Salem if the strike threatens to affect them seriously.

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THREE LITTLE SHORE CRAFT.

ALL THERE IS AT T WHARF THIS MORNING WITH FISH.

Three shore crafts with small fares constituted the only ground fish arrivals at T wharf, Boston, this morning, aggregating about 20,000 pounds among them.

Haddock sold from \$6.25 to \$6.50 a hundred, large cod, \$7, market, \$6 and pollock \$5.

Boston Arrivals.

The receipts and prices in detail are:

Sch. Little Fannie, 2500 haddock, 1000 cod, 1200 pollock.
Sch. Stranger, 4000 haddock, 500 cod, 2500 hake.
Sch. Warren M. Goodspeed, 5000 haddock, 1700 cod, 1500 hake.
Haddock, \$6.25 to \$6.50 per cwt.; large cod, \$7; market cod, \$6; pollock, \$5.

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ALL THE CREW FROST BITTEN.

CAPT. CHARLES NELSON REPORTS TERRIBLE NIGHT OUT IN THE BAY.

Sch. Little Fannie arrived at T wharf, Boston, shortly before 5 o'clock this morning, badly iced up. Capt. Charles Nelson reporting very bad weather outside during yesterday afternoon and last night.

The cold was intense, while a heavy sheet of vapor hung over the water, making it necessary to keep a man aloft all the way in to distinguish the lights. All the crew suffered more or less from frost bites.

THE CHAMPION CLAM.

While digging for clams at Orleans on Wednesday, Ralph Rogers found one that was 6 inches long and 5 inches wide across the shell. The clam weighed 1 pounds and is said to be the biggest clam ever found on Cape Cod.

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COURSE OF ACTION MAPPED OUT

A Local Fight Against Beam Trawling Is Beginning In earnest.

Trustees and Finance Committee Selected at the Meeting.

The local committee which will gather data, furnish ways and means, and in fact have charge of the interests at this port in the movement to eradicate the beam and otter trawler from the fishing banks, and prevent the marketing of their catches in United States ports held a meeting at the rooms of the Master Mariners' Association, Saturday evening.

Those present were Capt. Henry M. Atwood, Capt. John A. McKinnon, Capt. George E. Heckman, Capt. Reuben Cameron, Capt. Lemuel E. Spinney, J. Manuel Marshall, Frank C. Pearce, Capt. James H. Stapleton and Richard W. Freeman.

Realizing the fight that will be put up against Congressman Gardner's bill for the elimination of the beam and otter trawler, backed by powerful interests, the local committee will start in earnest to gather all the data and statistics available, as well as expert authority on the havoc that is being wrought to sea bottoms on the fishing grounds by the steam trawler which sooner or later will reduce the fleet of schooners and importance of the fishing industry.

To this end, a finance committee was appointed consisting of Capt. Henry M. Atwood, Capt. Carl C. Young and Richard W. Freeman. Trustees were also appointed, they being Frank C. Pearce, Fred L. Davis and Benjamin A. Smith. Richard W. Freeman, secretary of the Board of Trade is secretary and treasurer of the local general committee.

Not only the fishing vessel owners and captains are interesting themselves, but the men of the fleet will assist in the movement. When the Gardner bill comes up for hearing before the House committee at Washington, there will be an abundance of accumulative evidence to show why legislation is necessary.

Capt. Frank Nunan's Opinion.

Capt. Frank Nunan, chief owner of the fishing sch. Elizabeth W. Nunan, as well as the Sadie and Richard Nunan, and who has followed the fishing trade for over a quarter of a century, declared in an interview recently that the steam trawlers are doing an incalculable harm to the fishing industry and driving many schooners out of business or else compelling their owners to seek more remote fishing grounds.

"The steam trawlers," said Capt. Nunan, "mean that the schooners must give way sooner or later. It must be either the one or the other in time, and indications point to the supremacy of the steamers."

"When we stop to consider that over 400 steam trawlers are at work in English waters it is only fair to presume that the fleet in Boston will be materially increased in the future. Addition to their force of steamers,

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will demand doing away with many of the fishing schooners in the unfair competition.

"Our sailors who now keep on the schooners must look for their keep elsewhere, for the steam trawlers are bound to make the fishing business for the schooner crews less alluring."

"Florida waterways are beckoning to many of our schooner owners now. Some have already sent their craft to the Pacific coast. Newfoundland has this week called the Metamora, one of the largest fishing schooners in the local trade."

"The Joseph Cromwell and the Gladys and Sabra, two other smart schooners, have been sold and sent to Cuba, probably to be converted into small freight boats for the insular trade. Now that the Swell has been added to the steamer fleet I shall expect to see other schooners sold and removed from the Boston trade."

"Skippers who hold ownership in their vessels are finding little difference at present in the trade, but only a small number of schooner captains have interests in their boats. These are the men who fear their livelihoods will be swept away by the coming of the steam trawlers."

"In off-seasons in the fish supply the steam trawlers can easily take care of the demand by Boston, especially in the summer months. Such a fact signifies that the presence of the steam trawlers is not in vain, and I dare say they could avert a fish famine because of their speed in reaching port even with a less desirable cargo."

"I do not expect to see the Gardner bill pass. It stands to reason that the powerful interests behind the steam trawlers will wage a bitter fight against it."

"As it is now, many of the fishing schooners are engaged in shore fishing, but these same boats would be at the larger fishing grounds if it were believed the catch would be sufficiently good there for them."

"The great harm of the steam trawlers is the havoc they are causing to the sea bottoms in the fishing grounds. Under the present advance, sooner or later the fishing industry of Boston will be materially reduced, many schooners will be sent elsewhere, and many fishermen will be looking for other jobs."

"But the old fishermen has weathered too many gales to be utterly disheartened now at the coming of still more steam trawlers. His protest in Boston has joined with that from mariners in Gloucester and Provincetown and elsewhere on the Massachusetts

coast, and the relief he is hopeful of seeing is in the adoption by Congress of the law aiming to curb the encroachment of the steam vessels."

"Representative A. P. Gardner of Essex County has the backing of the great majority of the fishermen in his bill to prohibit the admission into any port in this country of any kind of fish caught by beam or other trawls used in dragging the sea bottoms."

"On the other hand, the backers of the steam-trawling vessels have let it be known that they propose to fight the measure introduced in Congress by Mr. Gardner. The bill is in the hands of the House committee. Congressman Gardner and the fishing interests he represents will insist that the bill be laid before the national lawmakers. He wants to see the steam-trawling vessels withdrawn."

"The conservation of the fishing grounds and the preservation of the thousands of deep-water sailors are the two issues. They are inseparable. The propagating of fish, says fishermen, demands that the steam trawlers discontinue the use of the so-called otter trawl, which scrapes the sea bottoms and ruthlessly destroys all sea life."

"The preservation of the sailors engaged in the deep sea fishing depends on a less unfair competition or the abolition of the otter trawls."

"We laughed at the steam trawler Spray when she first entered the fishing trade," declared Captain Nunan. "Now the Spray's owners are laughing at us. Some schooners are still paying a profit in the trade, but who of us can say how long this will be so?"